

University Avenue Central Corridor Task Force
June 27, 2006, 5 p.m.
Episcopal Homes Senior Housing Campus
Meeting Summary

Task Force members present: Julie Causey (co-chair), Veronica Burt, Betty Charles, James Erkel, , Courtney Henry, Vatou Her, Seitu Jones, Richard Kleinbaum, Juan Linares, Byron Moore, Nieeta Presley, Jonathan Sage-Martinson, Robert Straughn, Bao Vang, Anne White, Brian Winkelaar

Task Force members absent: Reggie Aligada, Joan Grzywinski, Mai Thor

Staff present: Christina Danico, Donna Drummond, Shawntera Hardy, Va-Megn Thoj, Sarah Zorn

Others present: Commissioner Janice Rettman, Alicia Vap, Bill Clements, Jo Haberman, Sarah Penman, Gaius Nelson, Roger Sorbel, Karen Lyons, Bernie Hesse, Jane McClure, Marv McNeff

The meeting was called to order by co-chair Julie Causey. She welcomed everyone and asked all those in attendance to introduce themselves.

Mike Christenson, Economic Development Director, Minneapolis Community Planning & Economic Development, gave a powerpoint presentation on the Hiawatha Corridor development experience (posted on the Central Corridor web page at www.stpaul.gov/centralcorridor). Mike was accompanied by Mark Garner of the Minneapolis staff, who has worked extensively on Hiawatha planning and development issues.

Task force members asked several follow-up questions, which Mike or Mark responded to. Some of these include:

- The Hiawatha and University corridors are quite different. How can these differences be addressed in planning for University Ave.? The operational issues, which haven't been discussed as part of this presentation, are very different. Hiawatha primarily runs on its own right-of-way, while the Central Corridor line would run down the middle of University. Hiawatha also doesn't have the wealth of small businesses like University. The station area planning process will be more intricate. Also, recognize that every station area is different.
- Hiawatha ridership has exceeded projections. Also, a market study done in the late 90s also underestimated the market demand. Yes, the market interest in developing housing along the Hiawatha corridor has exceeded what was expected. The housing being developed is for a mix of incomes.
- What about parking issues? Parking is challenging. The neighborhoods around stations have addressed it with a variety of strategies, including permit parking and limited time parking. In general, it's a good idea to put park and ride lots at the ends of a line to capture suburban commuters, not in urban areas.

Donna Drummond, PED planning staff, reviewed material that had been given to the task force regarding existing land use, zoning, and currently adopted City plans for the area.

Shawntera Hardy, PED planning staff, gave a powerpoint presentation on transit-oriented development, which provided some introductory information on the subject (also available at www.stpaul.gov/centralcorridor).

The task force members concluded by discussing possible community outreach methods that could be employed in the Central Corridor planning process. The list included:

- information kiosks and computer surveys (such as at Rondo Library)
- door knocking
- personal connections
- chambers of commerce
- faith-based organizations (bulletin, announcements at service, table/flyers)
- cultural festivals
- one-page form for comments/contacts
- design charrette process
- telephone surveys
- local business networks
- groups of residents
- one-page talking points to use in talking with others
- community councils – existing communication networks
- smaller focus groups
- translation issues
- contact business people individually
- bus rider survey

The meeting adjourned at 7 p.m.

Meeting summary prepared by Donna Drummond, PED planning staff.